









**Intimations.**

**WM. POWELL, LIMITED.**

**"ALEXANDRA BUILDINGS,"**

*Des Vaux Road,*

**FIRST FLOOR BY LIFT.**

**OUR FURNISHING DEPARTMENT**

is completely stocked with all the newest

Art Tapestries.  
Muslins.  
Velvets.  
Plushes.  
Cretones.  
Roma Satins, etc., etc.

**CARPETS OF EVERY DESCRIPTION AND MAKE.**

Several hundred Smart Carpet Squares,—all sizes and prices.

Bedsteads, by the very best makers only.

Upholstering done in first-class style.

Houses completely furnished.

Special attention given to the Shipping trade.

**BLANKETS!**

**BLANKETS!**

**BLANKETS!**

**SPECIAL PURCHASE OF BLANKETS NOW ON SHOW.**

**LADIES' DEPARTMENT.**

**FOR THE RACES.**

New Millinery, Sun-shades, Dress Fabrics, Gloves, &c., &c.

**Wm. POWELL, Ltd.**

**HONGKONG.**

Hongkong, 2nd February, 1905.

**Entertainment.**

**HONGKONG PHILHARMONIC SOCIETY.**

A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 P.M., under the distinguished patronage of His Excellency the Governor. The Programme will consist of: Orchestral Pieces, Solos, and the Naval Cantata "THE REVENGE," Tennyson's Poem set to music by C. V. Stanford; performed by the Choir and Orchestra.

Tickets: price \$3, \$2, and \$1, obtainable at the ROBINSON PIANO CO., Hongkong, 8th February, 1905. [227]

**Intimations.**

**HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.**

**THE NINETEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS** of the above Company will be held at the Registered Offices of the Company, Alexandra Buildings, Des Vaux Road, TO-MORROW, 10th February, 1905, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th February, 1905, both days inclusive.

**JOHN D. HUMPHREYS & SON,** General Managers.  
Hongkong, 9th February, 1905. [180]

**NOTICE IS HEREBY GIVEN** that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

**JOHN D. HUMPHREYS & SON,** General Managers.  
Hongkong, 11th January, 1905. [122]

**HONGKONG ICE COMPANY, LIMITED.**

**THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** will be held at the Offices of the General Managers, Pedder's Street, at 12.30 P.M., on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.

**JARDINE, MATHESON & Co.,** General Managers.  
Hongkong, 28th January, 1905. [187]

**THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS** in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 14th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive.

By Order of the Board of Directors,  
**T. ARNOLD,** Secretary.  
Hongkong, 24th January, 1905. [166]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE** is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,  
**J. R. M. SMITH,** Chief Manager.  
Hongkong, 31st January, 1905. [196]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE** is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
**J. R. M. SMITH,** Chief Manager.  
Hongkong, 31st January, 1905. [197]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY YEARLY MEETING OF SHAREHOLDERS** will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,  
**THOS. I. ROSE,** Secretary.  
Hongkong, 26th January, 1905. [177]

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the above Company will be held at the Offices of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

**JARDINE, MATHESON & Co.,** General Managers.  
Hongkong, 8th February, 1905. [226]

**THE LAST NAVAL PHASE.**

**ADMIRAL TOGO'S TASK.**

Admiral Togo fills to-day the imagination of the world—he is the man of action on the spot, waiting for his next "job" to employ a phrase which is classic in the navy, if it be rather slangy ashore. The Japanese Admiral seems to be standing astride the Far Eastern sea like a Colossus, and in every country men, and women too, are wondering what will happen next. This small man, with his calm habit of mind, his unassuming ways, his resourcefulness, and his capacity for inspiring other men, has won the mastery of countless leagues of ocean, and for months past rendered the great trade routes to and from Japan as safe as Piccadilly at noon. From all parts of the world food, stores, ammunition, and other requisites have been pouring into Japan as though no war were in progress. During weary months of blockade duty Togo has "contained" the enemy, and now that the army, under General Nogi, has completely annihilated the Russian men-of-war at Port Arthur, the world, looking on in amazement at the shifting scenes in this wonderful panorama of Japan's struggle, asks: What will be the next development? Togo has nothing immediately to worry him, and he may devote himself to the task of repairing his battle-worn fleet and to the concoction of fresh schemes wherewith to defeat any further attempt to wrest from him the control of the waters within the area of war. The public of the two hemispheres has become so accustomed to the domination that Japan has enforced that they forget that this victorious fleet is the newest and the smallest of all the seven leading navies in the world. Admiral Togo has only five battleships at his command, and two of these are as old as the British Royal Sovereigns, and eight armoured cruisers, a force not equal on paper, in fighting power to the one British fleet which Lord Charles Beresford commands. France, Germany, Italy, and the United States, to say nothing of Great Britain, each possess from two to three times as many battleships as this new Power which has arisen in the Far East. Yet the public East and West accept the accomplished fact—this complete and definite victory—as a matter of course, so quickly can the mind become accustomed to the most improbable and unthought-of events. This outcome of the naval operations had to be, if Japan was to pursue the war. The day that she lost command of the seas for the movement of troops and stores into Manchuria her armies would have had to lay down their arms, as the French were forced to do after the battle of the Nile. Though General Nogi were then in possession of Port Arthur, and Marshal Oyama were comfortably settled down at Mukden for the winter, preparing to renew the campaign in the spring, the great masses of war-hardened soldiers, possibly not far short of 500,000, would have no alternative but surrender; the bottle-verment would have been in effect in its completeness, for an invading army cannot survive after its lines of communication have been effectually cut. Japan had no reserves of ships; her fate depended absolutely on those which were placed in charge of Admiral Togo at the beginning of the struggle. Had he been defeated the war would have ended; but he has been victorious in all the changing scenes and chances of the campaign. Now he awaits the next comer to contest the mastery of the sea east of Suez.

Meantime Admirals Rodjevitsky and Folke-sahm are circumnavigating the African continent with ships which were to have been the reinforcements to the fleet at Port Arthur, and another admiral is diligently piloting a third instalment through the Mediterranean. The complete squadron, if it were complete and unified, would be a striking force by no means despicable, even in contrast with the strength which Togo can oppose to it, a strength resting not merely on the ships in his control, but on those subtle qualities that constitute the keen fighting edge of a race of fighters. The Russian Second Pacific Squadron at present is struggling out to the Far East in three detachments.

**FIRST SECTION, VIA THE CAPE.**

BATTLESHIPS (5)	
Kniaz Suvarov	3,516 tons
Alexander III	3,516 tons
Borodino	3,516 tons
Orel	3,516 tons
Oslabaya	12,674 tons
ARMOURD CRUISERS (2)	
Admiral Nakhimoff	8,500 tons
Dmitri Donskoi	8,500 tons
FIRST-CLASS CRUISER (1)	
Aurora	6,630 tons

Six or eight transports, the hospital ship Orel, and the repairing factory, Kamschatka.

**SECOND SECTION, VIA RED SEA.**

BATTLESHIPS (2)	
Sislov Veliky	8,880 tons
Navarin	9,474 tons
CRUISERS (3)	
Jemichug	3,100 tons
Sviatolana	3,828 tons
Almaz	3,285 tons

Seven destroyers.

Fireships of the Volunteer Fleet.

Four or Five Transports.

**THIRD SECTION, VIA RED SEA.**

CRUISERS (2)	
Oleg	6,675 tons
Izumrud	3,100 tons

Eight torpedo boats, Several transports.

These three sections must be made one by meeting at some rendezvous east of Suez, and the sooner the junction is effected the less likelihood there is that one detachment will be surprised and defeated.

If the Russian admiral receives no orders to return home, what haven will he make for? There can be little doubt on this point. Within a matter of days it seems inevitable that Port Arthur must fall, and in any case, even if an entrance could be forced, this is no place for a fleet now that all that made it a naval base has been reduced to confusion or blown into space by the fire of the Japanese guns. So it may be accepted as a fact that if Admiral Rodjevitsky is really going to the Far East he will endeavour to reach Vladivostok. Bearing in mind that the Japanese fleet lies across his track, it does not follow that he will ever get there. In the

favourable event he will come off the port in the very early spring, and though the fogs which affect the neighbourhood in March and later may not incommode him, the ice will not be absent. Vladivostok is fast frozen for about one hundred days in the year, according to the observations of British naval officers extending over twenty years. From about Christmas Day onwards until well into April the port would be closed, but for the ice-breakers which are kept continually at work. Vladivostok has several entrances, but it is matter for speculation whether more than one can be kept open. In this case Admiral Togo, in the last resort, will have less difficulty in framing his plans than would be his experience were he compelled to take into account all the doorways opening seawards.—Daily Telegraph.

**GERMAN STEAMSHIP COMPANIES.**

The direction of the North-German Lloyd Company, in Bremen, announces that the Company's dividend for 1904 will amount to between 2 and 3 per cent. Last year the shareholders received a dividend of 6 per cent. The dividend of the North-German Lloyd will thus fall considerably below that of the Hamburg-American Line, which will pay a dividend at least three times as large as that of the Bremen company. The shipping-rate war with the Cunard Company has inflicted considerable damage on both the German companies, but the losses which have been sustained by the North-German Lloyd are far greater than those which the Hamburg-American Line has suffered, since the passenger traffic constitutes the chief source of the Bremen company's revenues. The extensive and profitable sale and chartering of ships to Russia enabled the Hamburg-American Line to counterbalance the losses sustained in ordinary passenger traffic and to gain considerable advantages into the bargain, with the result that a larger dividend will be distributed than last year.

**RELATIONS WITH THE INTERNATIONAL MERCANTILE MARINE COMPANY.**

With regard to the relationship which has been established between the two German shipping companies and the International Mercantile Marine Company, it may be recalled that the International Mercantile Marine Company participates in the total profits of the two German companies to the extent of the dividend payable on 25 per cent. of the share capital, while the trust guarantees to them on the same amount an annual interest of 6 per cent. on the share capital. The Hamburg-American Line has been able successfully to effect the lapse of this agreement, which would have deprived it of a considerable portion of its profits for this year. This, however, has not been the case with the North-German Lloyd Company. It may accordingly be assumed that the International Mercantile Marine Company will come to the aid of the Bremen company with a subsidy of at least 3 per cent. on 25,000,000 marks (\$1,250,000) of the share capital. Last year no obligation was entailed either upon the International Mercantile Marine Company or upon the German steamship lines under the above-mentioned clauses of the agreement, since, in view of the 6 per cent. dividend paid by the North-German Lloyd Company, as by the Hamburg-American Line, the account with the International Company was made to balance.

The total profits of the North-German Lloyd last year amounted to 26,511,127 marks (\$1,325,556) and the net profits to 6,459,048 marks (\$332,952). The North-German Lloyd Company has recently placed orders with German shipbuilding firms for six steamers of from 5,000 to 8,000 tons burden. The German Australian Steamship Company has also ordered three steamers, two of which are being constructed in Germany, while the third is being built by the firm of Messrs. Swan, Hunter, and Co., in the Tyne. It is stated that this increase in the company's fleet has been rendered necessary by the growth of the traffic which, in view of the favourable conditions of Australian trade and the certain prospect of an improvement sooner or later in the situation in South Africa, may, moreover, be expected to assume dimensions for which the company must make every preparation in advance.

**COMPETITION WITH DUTCH AND DANISH COMPANIES.**

The negotiations which were instituted by the Hamburg-American Line, and the shipping firm of Messrs. Frelies in Hamburg with a view to acquiring by purchase 1,000,000 gulden (\$84,356) worth of shares in the Holland-American Line have proved fruitless, and have consequently been broken off. A sturdy opposition manifested itself in Holland against the proposed intrusion of German shipping companies in Dutch shipping interests. The principle of nationality played an important part in the failure of these negotiations, so that the German companies were finally compelled to withdraw their offer.

The new Scandinavian service of the Hamburg-American Line which has been established by the German company, from the ports of Stettin, Copenhagen, Gothenburg, and the West Coast of Norway has aroused considerable excitement in Denmark by reason of the shipping circles to which the Danish steamship lines are subjected. Negotiations have been set on foot between the Danish companies and the Hamburg-American Line with a view to putting an end to the war of rates, and there would seem to be every prospect of a favourable settlement.

**COMMERCIAL.**

**TO-DAY'S EXCHANGE.**

London—Bank T.T.	111 1/2
Do. demand	111 9/16
Do. 4 months' sight	111 1/2
France—Bank T.T.	2.46 1/2
America—Bank T.T.	47 1/2
Germany—Bank T.T.	2.00 1/2
India T.T.	146
Do. demand	146 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	96 1/2
Java—Bank T.T.	117 1/2

**Buying.**

6 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	48 1/2
4 months' sight do.	49 1/2
30 days' sight Sydney and Melbourne	50 1/2
4 months' sight France	2.50 1/2
6 months' sight	2.52 1/2
4 months' sight Germany	2.05 1/2
Bar Silver	282 1/2
Bank of England rate	3 1/2

**OF OUN QUOTATIONS.**

To-day's quotations are as follows:—

Malay New	1.075/1.100
Old	1.075/1.100
Older	1.15/1.180
Oldest	1.300/1.350
Panama New	1.165
Repares New	1.115
Peru (Paper)	78 1/2

**Intimations.**

**YOU WILL NOT** be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as **WAMPOLE'S PREPARATION** is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice, and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

**E. R.**

**THE VICTORIA SCHOOL AT TANG-LUNG-CHAU**, for Children of EUROPEAN BRITISH SUBJECTS, will be OPENED on March 20th, 1905.

The School will be open to Children of both sexes, but Girls over 12 years of age will not be admitted. For further particulars, application should be made to the Education Department.

**EDWARD A. IRVING,** Insp. of Schools.  
Hongkong, 7th February, 1905. [219]

**NOTICE.**

**THE HONGKONG AND CHINA GAS CO. LTD.** beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.

**GEORGE CURRY,** Local Secretary.  
Hongkong, 1st February, 1905. '98

**WHY NOT THE BEST?**

**SEVEN GRAND PRIZES** AWARDED TO **SINGER SEWING MACHINES** AT THE **ST. LOUIS EXPOSITION.**

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

**Auctions.**

**PUBLIC AUCTION.**

**THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 10th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, 50 Cases SARDINES, 8 Cases ALE, 10 Cases RED WINE, 10 Cases SHERRY, 10 Cases HOCK, 10 Cases PORT, 16 Drums SOFT SOAP, &c., &c., &c.**

**TERMS:—As usual.**

**HUGHES & HOUGH,** Auctioneers.  
Hongkong, 9th February, 1905. [225]

**PUBLIC AUCTION.**

**THE Undersigned have received instructions to Sell by PUBLIC AUCTION, ON WEDNESDAY AND THURSDAY, the 15th and 16th February, 1905, at 10 A.M. each day, at H. M. NAVAL YARD, SUNDRY NAVAL VICTUALLING, OBSOLETE AND CONDEMNED STORES, Comprising:—**

**BOAT'S ENGINES, WILLAN'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE MACHINES VENTILATING AND DRILLING, LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.**

**TERMS OF SALE:—As customary.**

**HUGHES & HOUGH,** Government Auctioneers.  
Hongkong, 7th February, 1905. [221]

**Intimations.**

**YOU WANT PROVISIONS AND WINES IN 1905.**

**GET YOUR SUPPLIES FROM R. Perez & Co.**


(SUCCESSORS TO A. CHAZALON & Co. AND G. GIRAULT)

**6, QUEEN'S ROAD CENTRAL,** Opposite Connaught Hotel.

**Who are Suppliers of High Class Wines, Spirits and Provisions, French Bakers, Navy Contractors, and Commission Agents.**

**BRANCHES: HONGKONG, SHANGHAI, HANKOW.**  
Hongkong, 7th January, 1905. [31]

**THE WINE GROWERS SUPPLY CO.**



**BARRETTO & Co.,** General Agents, Hongkong.

**PORT WINE.** Direct shipments from the **COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO,** (Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of **THE WINE GROWERS SUPPLY CO.**

	Per Case of 1 Dozen.
Dry No. 1	Selected Old Port \$50.00
" " 2	" " " 35.00
Quinta do Porto	" " " 30.00
Dry No. 3	" " " 25.00
Quinta da Granja	" " " 20.00
Tawny, 1887, Vintages	" " " 15.00
Tawny, (White Label)	14.00
Medium Tawny, (Brown Label)	13.00
Full Tawny, (White Label)	12.00
White Tawny, (Brown Label)	11.00
Light Tawny, (Brown Label)	10.50
	10.00

**MELROSE WHISKY**

Scotland's Best. Delicious Mellow and Matured.

PROPRIETORS **BOWEN & M'KEACHIE.**

**CEPA RUBY RIOJA CLARET,** \$6.00 ... per dozen.

Direct Importers of Wine, Beer and Spirits from well-known Growers, Brewers and Distillers. Price List on application.

**BARRETTO & Co.,** Agents.  
Nos. 22 & 24, Bank Buildings, Queen's Road Central.  
Hongkong, 26th January, 1905. [44]







## TELEGRAMS.

## HONGKONG TELEGRAPH SERVICE.

## Opium for China.

(From Our Own Correspondent.)

Bombay, 8th February.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 602 chests of Malwa opium. Prices are as follows:—

Malwa (New) Rs. 1,600
(Old) .. 1,780
(Older) .. 1,880
(Oldest) .. 2,080

[Reuter's.]

## Russian Reform.

London, 7th February.

The St. Petersburg nobility have adopted by 158 votes to 20, an address to the Tsar urging him to summon the elected representatives of the nation.

## Maximo Gorki.

The reported release of Maxime Gorki, the Russian novelist, is incorrect.

Later.

The Assembly of Nobles at Moscow have met to decide upon the presentation of an address to the Tsar. Of the two addresses submitted, the one, Conservative, which was adopted by a majority, says that peace in the Far East, without humiliation, will presently be impossible; it expresses confidence in the ultimate victory of Russia, but deprecates internal reform until the war is ended. The other, Liberal, which was rejected, advocated collaboration of the Tsar with the people for reform.

## The Strikes in Russia.

The strike movement is spreading in all directions in Russia; it is increasing in Tiflis, Batumi, and on the Transcaucasian railway; where there have been sanguinary conflicts between the Cossacks and the revolutionary mobs.

## LLOYD'S SHIPBUILDING REGISTER.

Mr. Newman Memford, Lloyd's representative in Hongkong, has forwarded to us a copy of the shipbuilding returns for the quarter ended December 31st last. The tonnage of the vessels, excluding warships, under construction, at the date of the report, in the United Kingdom, was 1,049,860 as compared with 898,478 for the same period of last year. The number of vessels of the stock was 403, as against 386 twelve months previous. The vessels under construction were about the same as at the end of September, 1904. Compared, however, with the total reached in September 1904, which is the highest on record, the present figures show a reduction of about 363,000 tons. The vessels commenced during the last quarter number 185, of a total tonnage of 330,807 and justify the hopes that the trade is on the way to improvement. Of the 403 vessels in course of building 307, of 834,137 tons, will sail under the British flag, being owned either in the United Kingdom or the colonies. After the home demand, the best customer is Germany, who is taking five ships of 34,450 tons; while Norway and Holland came next with tonnages of 33,147, and 19,462 respectively. There are eight vessels in British yards of 15,000 tons and over and nine between 5,000 to 6,000 tons, sizes between these limits being represented by seventeen vessels. The largest sailing ships are, one between 5,000 and 6,000 tons, and one between 2,000 and 3,000 tons. As regards the distribution of work throughout the various shipbuilding districts Barrow, Maryport and Workington, Glasgow, Greenock, Newcastle, Hartlepool and Whiteby, and Middlesbrough and Stockton are the only yards which have less work in hand than at the corresponding period of last year, all others showing an increase. Turning to the consideration of the warships under construction we find that eight, aggregating 109,150 tons, are being built in the Royal Dockyard, while forty-three aggregating 140,910 tons, are in various private yards. The above are all for the British Navy, and include ten submarines now being built at Barrow. The private yards are constructing, in addition, three other vessels for foreign governments, of aggregate tonnage of 32,750; of which, however, two battleships of 16,000 and 16,300 tons, are being built at Barrow and Elswick for Japan, the remaining tonnage being a torpedo boat destroyer.

## SHIPPING JUTSAM.

The s.s. *Courfield* sailed from Chinwanton on the 3rd inst., with 1,300 coolies on board for South Africa. She will call at Singapore for fresh provisions, en route.

The capital of the Messageries Maritimes has been increased from 30,000,000 francs, to 45,000,000 francs by the issue of 60,000 shares at 250 francs each, which have all been taken up.

## THE AMERICAN MAIL.

The Pacific Mail liner *China*, Captain Freile, which left San Francisco on her seventy-second voyage to the Orient, arrived here shortly after noon to-day. Now that the old *Gaelic* has left the route, the *China* is the pioneer of the line connecting this port with the Pacific, but instead of appearing old or losing her prestige, the fast and comfortable *China* is still in many respects the pride of the fleet. And nothing that steams in the Pacific can outrun her except her own new sisters, the *Korea* and *Siberia*. In her strong box she had on leaving America \$1,500,000, mostly in gold, for Japan.

## SAD FATALITY AT THE DOCKS.

A sad occurrence took place this morning in the Kowloon Docks, by which a popular and promising marine officer has lost his life. It would appear that about half-past three o'clock a report was made to Mr. William Laird, chief officer of the S.S. *Shikida*, that a fire had broken out in the lower hold of No. 10 wharf. The officer at once went to investigate, and going into the lower decks, he found the lower hold of No. 10 wharf, and as the fire was in the lower hold, he went down to the bottom of the hold, where he lay unconscious. By this time the hold was so full of smoke that the officers could not find the chief officer's whereabouts, and were unable to reach him, but the fire, which was caused by the ignition of a lamp, was extinguished by the fire engine, and the body of the unfortunate officer was removed to the mortuary, to await a post-mortem examination, which is expected to develop whether death was due to asphyxiation, or a fractured skull. The deceased was a very capable officer, and much liked and very popular with all who knew him and among whom much regret is expressed at his very sad and untimely end.

## THE TRIAL OF H. B. COLLINS.

TEXT OF THE JUDGMENT IN THE ESPIONAGE CASE.

As already recorded the trial of H. B. Collins, on charges of selling Japanese military secrets to Russia, terminated in the Yokohama District Court on Jan. 24, when the accused was found guilty and sentenced to eleven years' imprisonment with hard labour. In view of the importance of the case and the severity of the sentence passed we give in full the judgment of the Court, as translated by the *Japan Mail*:—

The accused was born in Hongkong and has lived at Yokohama since he was an infant. He had formerly been engaged in newspaper business and some eight or nine years ago left Japan and went to China. He resided at Ryongjok (Port Arthur) for about three years, till about March of 1904, during which time he married a certain Russian woman. About June of the same year he was, while at Tientsin, requested by Ogorodnikov, a Russian Colonel residing there, to proceed to Japan and watch and report the military secrets of this country. Complying with the request he got from the Colonel 3,000 yen expenses and a letter addressed to Major-General Dessino of Russia. In the beginning of July he came over to Hongkong and saw Dessino, from whose note-book he took a copy of two kinds of cypher codes to be used in communicating military secrets. One of the codes represented Roman letters to be used in writing letters and the other a list of proper nouns representing names of articles or things to be used in transmitting telegrams. About the 18th of the same month he came to Yokohama with these codes and put up at the Hotel de Paris, No. 179, Yamashita-cho. Since then he has been exclusively engaged in detecting Japanese military secrets, and knowing that they were Japanese military secrets, he collected matters which should properly belong to them, such as the steps to be taken in transporting troops to a certain place for a certain period of time, from a certain date, their destination, kind of troops and plans of the War Office relating to their despatch. He then wrote a letter embodying these facts in cypher. The letter was dated Oct. 24th, 1904, and addressed on the envelope to Dessino, but it was enclosed in a letter of request to Mondon (?) in Shanghai, and posted from Yokohama on the 29th of the same month. It happened, however, that the letter was seized at Nagasaki by a military inspector. The offence therefore is not at all of a light nature. Of the facts above mentioned, all of them, with the exception of the fact that he had made efforts to discover Japanese military secrets and that he collected matters belonging to Japanese military secrets, knowing that they were so, are clear enough, since they have been admitted by the accused. The other facts may be gathered from the statements in Nos. 1 to 4 of preliminary examination Exhibit No. 17 (as to writings in cypher referring to cypher codes in preliminary Nos. 2 and 3); that the accused wrote a letter giving in cypher the steps to be taken in transporting troops to a certain place for a certain period of time from a certain date, their destination, kind and number of troops and plans of the War Office relating to the despatch of the troops, and that the letter was dated December 24th, 1904, and addressed on the envelope to Dessino and enclosed in a letter of request to Mondon in Shanghai, and from preliminary examination Exhibit No. 16, which is a letter from Mishimura Senoi, military inspector at Nagasaki dated the 4th November last, stating that the accused's letter was inspected on the 18th of the same month and considered to have related to the divulging of military secrets and that therefore it was sent back; that the accused's letter was seized by a military inspector at Nagasaki. That the matters in the communication above stated are Japanese military secrets is evident from No. 3 of preliminary examination Exhibit No. 18, which is a letter from Terachi Seiki, Minister of War, stating that the matters mentioned in the enclosed letter dated the 24th Oct. 1904, are, considering the

present situation, military matters required to be kept strictly secret not only at time of communication but still remained so. Indeed not only is it clear from this but even if these matters themselves were considered with ordinary common-sense at this time of the Japan-Russian war it could be clearly recognised that they were military secrets.

It goes without saying then that the accused, knowing that they were Japanese military secrets, collected them and divulged a letter giving mention of these matters. The accused stated that, taking advantage of his request made by a Russian military officer to detect Japanese military secrets, he did not more than attempt to get money by communicating unfounded facts and that he never made efforts to discover military secrets, also that he did not know whether the matters which were communicated were military secrets or not as he mentioned only unfounded facts. However, according to the record of the first preliminary examination of Sekimoto Torajiro, witness, it appeared that about the 20th or 21st of July he received an order from the Chief of Police to watch the movements of the accused. The witness, therefore, approached the accused and when an interview was held, on the 14th of Sept. he was told by the accused that he (the accused) was selected at Tientsin and had to come to Japan, that as he was to receive a monthly remittance of some yen, 2,000 he could not make a report of any matter which was more rumour, and that therefore it would do well to have even one or two facts if they were true. On the 16th of the same month, when the witness saw him, the accused said that he wanted more news. The witness asked him what kind of matters he wanted, and he said that he wanted information about the organisation of the First, Second, Third, and Takushan Armies and gave him a chit (No. 1 of Procurator's Exhibit No. 1). The accused then asked the witness where he would keep the chit, as it was an important paper. Then witness replied that he would put it in his haramaki and did so in his presence and the accused seemed to have felt very easy. (In Preliminary Examination Exhibit No. 5, which is a pocket-book taken from accused, there is mention under date of September 16th of the fact that he gave Sekimoto a general outline of his scheme. This corresponds to Sekimoto's evidence under review.) The witness also stated that after the accused had given him this chit he began to place great confidence in him and was diligently engaged in the detection of secrets. On the 19th of October the accused told witness that the former could not make any useless communication. The witness asked him what kind of matters he was going to communicate. The accused replied that, as there could be no doubt that Kuropatkin would make a counter-attack on Liaoyang he wanted to know, firstly, how many men were really killed and wounded on the Japanese side at the battle of Liaoyang and other places; secondly, whether the Japanese army would make a further attack or take winter quarters at Liaoyang or other places; thirdly, whether preparations for an attack on Vladivostok would be taken or not. The accused said that were these three points discovered and reported upon it would not be necessary for him to do any work. He therefore asked the witness to investigate these points without fail. From the above statement of the witness it is not difficult to see how strenuously the accused engaged himself in finding out Japanese military secrets. Moreover, the accused's wife, a Russian woman, having left Japan, he had nobody to provide for. In despatching the accused a Russian officer would not be so unwise as to give him a thousand dollars or allow him to take a copy of the cypher without first ascertaining the determination and ability of the accused. Moreover, according to the submission made by the accused the arrangement was that a remittance would be made to him from the officer according to the value of the communication. It is therefore easy to see that if the matter communicated by the accused were unfounded or well-known, such matters being worthless, the officer would not have sent him any compensation.

It may be considered therefore quite natural for the accused to have done all in his power to secure military secrets. It is certainly clear that the plea of the accused is groundless when to the above evidence the facts admitted by the accused are added, namely, the mode of communication explained he had in newspaper business, and the fact that he had no occupation since he came to Yokohama. At the same time there is not the least doubt that the offence of the accused is not of a light nature. It is proper therefore to recognise the facts of the offence as above stated. The act of the accused falls within the purview of Art. 1 of the law relating to the Protection of Military Secrets, which says that "persons detecting and collecting information, drawings, documents or things which are military secrets, knowing that they are of such nature, shall be punished by major imprisonment." Therefore the accused should be punished accordingly. The Public Procurator argued that the act of the accused falls within the scope of Ch. I of Art. 131 of the Criminal Code, but considering the spirit of legislation and the meaning of the provision of the Code it is clear that it cannot be applicable to persons having no nationality in Japan, that is to say, foreigners like the accused. Therefore the present case does not belong to the special jurisdiction of the Court of Cassation. Counsel for the accused stated that the same generosity with which the countrymen of the enemy have been treated should be extended toward the accused. The present case, however, does not refer to a question of international law or a law of humanity. The Court therefore in punishing the accused according to the provisions of law, reports that the offence of the accused, being of a most dangerous nature, there remains no room for the consideration of circumstances mitigating the offence. As to things taken Art. 202 of the Code of Criminal Procedure is applied and decision given as in the formal adjudication.

## A COLLIER'S EXPERIENCES.

The German steamer *Dortmund* which supplied Admiral Rojestvensky's fleet with coal in Madagascar waters, arrived at Colombo, the other day, from Tamatave which she left on the 19th inst. Some of the officers were interviewed by a representative of the *Times of Ceylon*. The information given showed that the *Dortmund* is a Hamburg-American line vessel, and is only one of many which that well-known Company is running in the lucrative business of coaling belligerent men-of-war. The Captain of the *Dortmund* said that from Madagascar, right down the coast of Africa and as far as Madagascar, the Russian fleet was accompanied by a large number of tramp steamers of all nationalities loaded with coal—Norwegian, Swedish, British, and German. These colliers were constantly engaged in supplying whatever men-of-war were in need of fuel. The best Welsh steam coal is always used; and when their supply was exhausted they were told to leave at once for their particular destination. While with the fleet the colliers were under the absolute command of Admiral Rojestvensky, who gave them instructions as to the route, and the ports at which they should call. In general, when not required immediately, a collier was instructed to precede the fleet, wait at a port specified by the Admiral. It thus happened that, before the Russian fleet reached Madagascar, most of the British colliers had passed their stock of coal over to the fleet, and had left about their business; and only two British colliers were seen near Tamatave when the *Dortmund* was discharging her 8,000 tons of coal into the bunkers of the belligerent boats.

## NEUTRALITY RESPECTED.

A very interesting picture of the scene outside Tamatave is given. In the first it should be noted that the Russians were careful to abstain from a breach of neutrality, for the men-of-war were ordered to keep outside the limits of the neutral zone; and it thus followed that, being a good distance from land, coaling operations were only possible with great inconvenience both to the colliers and the men-of-war. The method adopted was briefly this. The collier would approach the man-of-war as near as was consistent with safety, and the coal from the lighters was slung across from one ship to another in baskets and bags. There were many breakages in the course of the operations, we are informed, and other lightly-constructed hampers being smashed up in the process. The *Dortmund* naturally saw a good deal of the Russian fleet during the time, and the officers were in a position to draw many conclusions from what they saw. But the authorities of the Hamburg-American line are very strict in regard to divulging information on the subject; and the captain and officers of every collier are instructed to preserve a strict silence; however, details do leak out.

## THE ADMIRAL.

Some interesting light is thrown on the character of Admiral Rojestvensky. Those who have seen and spoken with him say he is an upright and pleasant gentleman, albeit exceedingly strict and secretive; and on his ships he knows absolutely no distinction. His officers and men are allowed no shore leave, but are kept under strict discipline; and any shortcomings or disobedience are punished in an exemplary manner. It is said, furthermore, that he never communicates the contents of telegrams he receives from St. Petersburg even to his most distinguished officers; and that the commanders of the other vessels of the fleet simply get their instructions to take such and such a course, without knowing what their ultimate destination is to be. The Admiral is constantly in touch with the shore and important dispatches are frequently sent to him. When a collier has finished its task and has no more to do the Admiral sends to the captain a simple letter of thanks and dismissal, and, having received its orders from the agents, that collier leaves the fleet without delay. In the case of the *Dortmund* the consul from Tamatave brought instructions that the captain was to proceed at once to Colombo in ballast, there to await orders. The captain says that, when anybody asserts the Baltic fleet is likely to be in such and such a place at such a time, it is all pure guess-work, for the movements of the fleet are dependent upon the exigencies of the moment, and only the Admiral knows what the next step is. News of the approach of Japanese cruisers had reached him before Madagascar was sighted, and, in consequence, the vigilance of the fleet was redoubled. All lights are put out at night, except when the searchlight is playing; and double watches are maintained.

## PROFITABLE BUSINESS.

The colliers which run the risk of coaling the Baltic fleet are being very well paid for their trouble; and no Company is making such a handsome profit out of the game as the Hamburg-American line. The risks of loss, it is said, are covered by the Russian Government, and this is more probable when it is remembered that the tramp steamers are under naval discipline for the time being.

## COMMERCIAL.

Shanghai advices, of the 2nd inst., state:—Business Reported:—Farnham, Boyds at Tls. 155 for March. Astors at \$27. Business Done Direct:—Shanghai and Hongkong Wharfs at Tls. 164 for March. Farnham, Boyds at Tls. 157/158/155 for March. Tls. 158 for April and Tls. 161 for May. Maatschappij at Tls. 275 cash; Tls. 285 for March and Tls. 290 for April. Shanghai Gas at Tls. 105.

The committee in charge of the bill to reduce the tariff on Philippine sugar and tobacco, has failed to report the bill, and it is absolutely certain that there will be no further action on the measure at the present session of Congress.

## To-day's Advertisements.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
ON  
MONDAY, 13th FEBRUARY, 1905, at 3 P.M., at Messrs. Jardine, Matheson & Co.'s Godowns, East Point,  
SUNDRY FITTINGS AND GEAR,  
Comprising:  
BOAT DAVITS AND BLOCKS, WIND SAILS, CARGO DERRICKS, STEEL WIRE, IRON BRDS, AIR PUMP, BUCKET, CONDENSER, BRASS TUBES, LIFE BUOYS, &c., &c.  
Terms:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 9th February, 1905.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from the Official Administrator, to Sell by  
**PUBLIC AUCTION,**  
For Account of the Estate of the late ALFRED WRIGHT,  
ON  
WEDNESDAY, the 15th February, 1905, at 2.30 P.M., within his residence, No. 2, Salisbury Avenue, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 9th February, 1905.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
ON  
FRIDAY, the 17th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A GREAT ASSORTMENT OF ENAMELLED WARE GOODS, Comprising:—  
TIFFIN CARRIERS, TEA AND COFFEE POTS, SAUCEPANS, SOUP LADLES, &c., &c., ALSO  
A Quantity of AUSTRIAN RUBBER SHOES.  
TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 9th February, 1905.

THE DAIRY FARM COMPANY, LIMITED.  
DEPOT:  
CORNER OF WINDHAM STREET AND LOWER ALBERT ROAD.

HOME-FED CAPONS AND CHICKENS, 32 Cents per Pound.

ALSO  
Sharp Kidneys (Australian)..... 5 cents each.  
Sheep Tongues "..... 20 " "

Compare these prices with those ruling in the market.  
Hongkong, 9th February, 1905.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.  
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship "CAPRI,"  
Captain Deliso, will be despatched as above, on TUESDAY, the 14th instant, at Noon.  
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.  
For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 9th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PEKIN,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 9th February, 1905.

## To-day's Advertisement.

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).  
EXPRESS SAILINGS FROM HONGKONG.  
1904. About  
MATSUYAMA..... 20th Feb. 1905.  
RICHMOND CASTLE 4th March, "  
SAINT FILLANS "..... 17th "  
For Freight and further information, apply to  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th February, 1905.

## Intimations.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES FROM


R. Perez & Co.

(SUCCESSORS TO A. CHAZALON & Co. AND G. GIRAULT)  
4, QUEEN'S ROAD CENTRAL, Opposite Connaught Hotel.

Who are Suppliers of High Class Wines, Spirits and Provisions, French Bakers, Navy Contractors, and Commission Agents.

BRANCHES: HONGKONG, SHANGHAI, HANKOW.  
Hongkong, 7th January, 1905.

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H. M. THE KING and HRH THE PRINCE OF WALES.  
Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Grocers.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY-SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	25th February.
GLASGOW and LIVERPOOL	"OOPACK"	27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th February, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	14th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	14th "
SHANGHAI	"HUPEH"	18th "
TIENSIN	"CHIHLI"	28th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th February, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 11th Feb., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 18th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th February, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.FOR NEW YORK via SUEZ CANAL  
(With Liberty to Call at Malabar Coast).  
PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"RAS ISSA"	4,483	Bahle	FRIDAY, 10th February, at 10 A.M.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 8th February, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR  
PORTLAND, OREGON,OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	February 13th, 1905.
"ARAGONIA"	5,198	Schmidt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Bremer	April 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.  
COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.BOO CHEONG, of No. 50, Pottinger  
Street, has always on hand  
FIRST-CLASS WRITING AND PRINTING  
PAPERS, AND STATIONERY  
of every variety.  
Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES:  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,309 J. P. MARTIN.  
"KWONG TUNG" 1,238 H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey ...\$4  
Meals ...\$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 10th January, 1905.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class ...\$3.00 for Single Journey.  
and ...1.50  
Meals ...1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. Co., LD.,  
No. 216, Wing Lok Street.  
WENDT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

## "YING KING,"

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Perseverance's wharf at Macao.FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00.  
Return ...\$5.00.  
Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.  
FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Stewards, 10 cents.  
TIFFIN AND DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING-ON & Co.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.via PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SATSUMA" 17th Feb., 1905.  
"RICHMOND CASTLE" 4th March, "  
"SAINT FILLANS" 17th "For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 9th February, 1905.

## Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above TO-MORROW, the 10th inst., at 4 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 9th February, 1905.EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queens-  
land Ports, and taking through Cargo  
to Adelaide, New Zealand,  
Tasmania, &c.)

THE Steamship

## "EMPIRE,"

Captain Helms, will be despatched as above,  
on TUESDAY, the 14th February, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 8th February, 1905.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the  
above Ports, on TUESDAY, the 14th instant,  
at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED.Agents.  
Hongkong, 8th February, 1905.

## Consignees.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

## "RHENANIA,"

Captain Behrens, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 9th instant will be subject  
to rent.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 9th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd February, 1905.

FROM BREMEN, HAMBURG, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

## "SAMBIA,"

Captain Lüning, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 9th February will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 9th February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd February, 1905.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship

## "PENTAKOTA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M., FRIDAY, the 3rd instant,  
will be landed at Consignees' risk and expense  
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 2nd February, 1905.

## Consignees.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## S.S. "ARABIA,"

FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersignature  
and to take immediate delivery of their  
goods from alongside.Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.  
No Fire Insurance will be effected by us in  
any case whatever.ALLAN CAMERON,  
General Agent.

Hongkong, 8th February, 1905.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "GERMANICUS,"

FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersignature,  
and to take immediate delivery of their  
Goods from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & Co., LIMITED,  
Agents.

Hongkong, 8th February, 1905.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

THE Steamship

## "GLENFARG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.Goods not cleared by the 10th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.McGREGOR BROS. & GOW.  
Hongkong, 3rd February, 1905.

## S.S. "CALEDONIAN,"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex  
s.s. Caledonian, in connection with above  
Steamer, are hereby informed that their Goods,  
with the exception of Opium, Treasure and  
Valuables are being landed and stored at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 5 P.M., TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
MONDAY, the 13th February, at Noon, will  
be subject to rent and landing charges.All claims must be sent in to me on or be-  
fore the 13th February, or they will not be re-  
cognised.All damaged packages will be examined on  
MONDAY, the 13th February, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,  
Acting Agent.

Hongkong, 6th February, 1905.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

## "SACHSEN,"

of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 2 P.M.,  
THIS AFTERNOON.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 9th instant will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on THURSDAY, the 9th instant,  
at 9.30 A.M.All Claims must reach us before the 11th  
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 2nd February, 1905.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

## Intimations.

## TUBORG BEER.

A FIRST Class PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
Price \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1905.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.



## Arrivals

BRANCH; Corner of NANKING and KIANGSE  
ROADS, SHANGHAI.  
OFFICE HOURS: 9 A.M. TO 5 P.M., SUNDAYS, 10 TO 1.

	Feb. 8 at 10 A.M.	Feb. 8 at 4 P.M.
Barometer .....	30.22	30.16
Temperature .....	51	49.
Humidity .....	92	89
Wind .....	221	—



## Mails.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "SIMLA."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Drilannia*, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macdonald*, due in London on the 25th March, 1905. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 30th January, 1905.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONNIEN* ..... 7th March.  
S.S. *OCEANNIEN* ..... 21st March.  
S.S. *TOURANE* ..... 4th April.  
L. BRIDOU,  
Acting Agent.

Hongkong, 8th February, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

## MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i> .....	3,753	Geo. Wright	Ab. Feb. 21
<i>Pleides</i> .....	3,753	F. G. Purington	Mar. 15
<i>Shawmut</i> .....	9,606	E. V. Roberts	" 24
<i>Lyra</i> .....	4,417	G. V. Williams	"

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

*Shawmut* .. 9,606 E. V. Roberts (Ab. Mar. 14)  
*Tremont* .. 9,606 T. W. Garlick .. April 14

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COINAGE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw S.S. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry, Cargo carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 9th February, 1905.

## NOTICE OF REMOVAL.

A FOOK & Co.,  
SHIP AND HOUSE COMPRADORES,  
have this day  
REMOVED  
TO

No. 12, POTTINGER STREET,  
(opposite their old establishment).  
Hongkong, 24th November, 1904.

## For Sale.

## TINTO PASTO.

A VERY LIGHT WINE, Bottled in  
Lisbon. Price \$5.50 per Case of  
12 Bottles (Quarts).  
J. M. G. PEREIRA,  
18, Shelley Street.  
Hongkong, 8th February, 1905.

FOR SALE OR TO LET,  
AT THE PEAK.

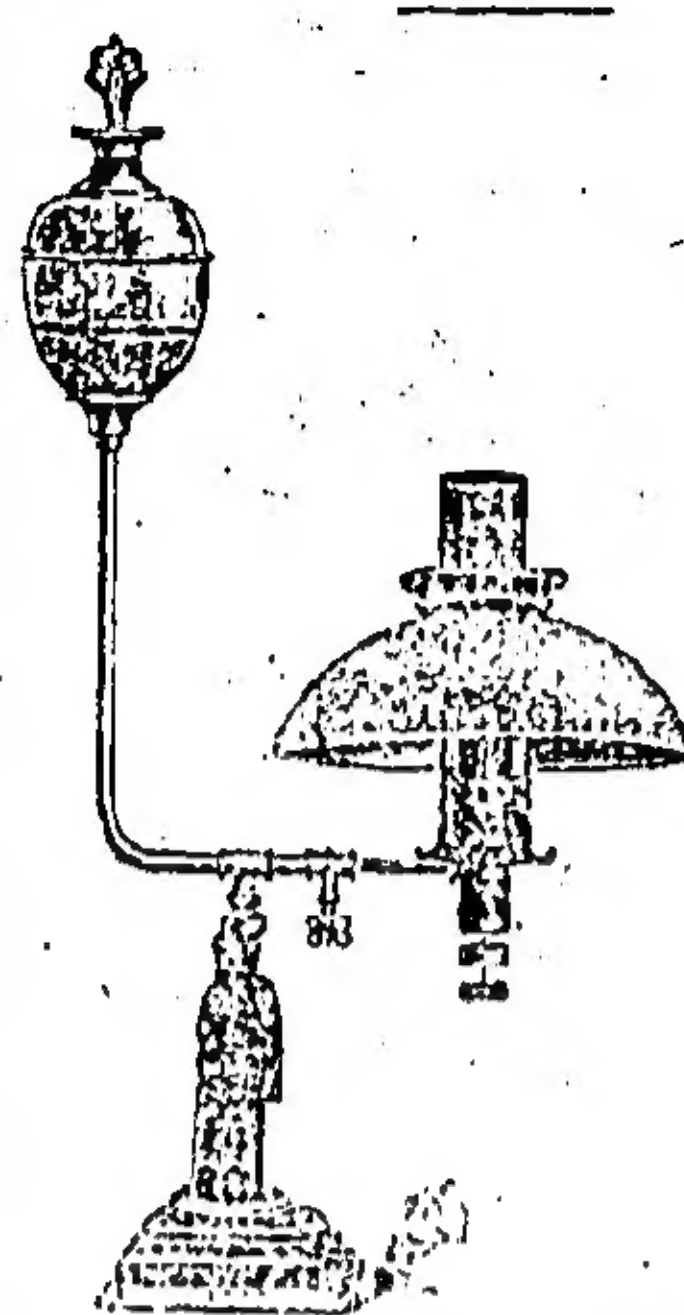
Nos. 2 AND 3, GOUGH HILL.

A ELEVEN-ROOMED HOUSE with  
Pressing, Drying and Bath-room; partly  
furnished; distant thirteen minutes by chair  
from the Tram; fitted with superior baths and  
with hot and cold water; large Kitchen;  
Laundry and Servants' Quarters. Can be used  
as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.  
Hongkong, 30th December, 1904.

## FOR SALE.



INCANDESCENT  
Lamps of all  
descriptions  
from the best  
makers.

Incandescent  
Mantles,  
Chimneys,  
Glasses, Shades,  
&c., for  
Gasoline and  
Gas Lamps at the most  
moderate prices.

Lamps fixed  
up for Buyers  
free of charge.  
Naptha of  
the best kind  
kept in stock.

## TAI KWONG CO.,

56, Lyndhurst Terrace.  
Hongkong, 16th November, 1904.

## To Let.

## TO LET.

BEDROOM, furnished or unfurnished,  
optional board with English family, home  
comforts, healthy and central locality.

Apply—

"T."

C/o This Paper.  
Hongkong, 7th February, 1905.

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WAN CHAI ROAD. Comfortable and  
Airtily Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

And others to suit various requirements.  
S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 5th January, 1905.

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8  
and 10 to 15, GAP ROAD, facing Race  
Course, within reach of the Electric Cars,  
thoroughly cleaned and colour-washed, in flats  
or whole.

Apply to—

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 5th January, 1905.

## TO LET.

GODOWNS Nos. 100 and 101, Praya East,  
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."  
Hongkong, 28th December, 1904.

## TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsai  
Tsa Tsai, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quarters,  
water, gas, electric lights and bells.  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to—

ARRATTON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 6th January, 1905.

## TO LET.

GODOWN No. 3, New Praya, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 21st November, 1904.

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 26th March, 1904.

## TO LET.

NO. 1, RIFON TERRACE.

"HATHERLEIGH," a detached resi-  
dence with Tennis Court on CONDUIT  
ROAD.

A HOUSE in WONG-NEI CHONG ROAD.  
FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 25th January, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$350,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	5 % \$720 London £75
National Bank of China, Limited	99,925	£7	£7		\$21,668	\$2 (London 3/6) for 1903.....	5 1/2 % \$36 sales
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903.....	6 1/2 % \$260
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,306 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904.....	7 1/2 % \$58 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903.....	8 % Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288	\$2,078,997	\$35 for 1903.....	5 % \$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$286,284	\$12 for 1902.....	8 % \$160
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902.....	7 1/2 % \$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,288	\$371,170	\$22 1/2 for 1902.....	6 1/2 % \$740 buyers
<b>SHIPPING, TUG AND CARGO BOATS.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	Nil. \$3
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,000 \$350,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903.....	6 % \$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904.....	10 1/2 % \$26
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000 Tls. 50	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378.....	4 1/2 % \$124 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904.....	9 % Tls. 50 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$40,000 \$116	£58,852	Interim of 1/- (Coupon No. 5) for 1904 ..	7 1/2 % Tls. 48 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,000 \$15,000 \$400,000 \$21,675 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	5 1/2 % \$38 \$29
Straits Steamship Company, Limited	5,000	\$100	\$100		\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	9 % \$140 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904.....	10 % Tls. 30 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904.....	Nil. \$226
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....	\$221 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04.....	4 1/2 % Tls. 54 sales
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6 ..	6 % Tls. 7 1/2 sellers
Oriental Consolidated Mining Company, Limited	150,000	G \$10	G \$10	none	G \$672,693	50 cents making G \$1 for 1904.....	6 % G \$18 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,629	No. 12 of 1/- = 48 cents ..	Nil. \$3 1/2 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....	Nil. \$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903.....	8 % \$43 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904.....	4 1/2 % \$104 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904.....	7 1/2 % \$210
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for year end. 30/6/04 ..	7 1/2 % \$203 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$12 for 1903.....	4 1/2 % \$25
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903 ..	6 1/2 % \$192 1/2
Do. (Preference)	2,750	\$100	\$100			{ \$7 dividend ..	8 % Tls. 153 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5.....	8 1/2 % Tls. 137 1/2 buyer
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 22,895	Interim of Tls. 4 for 1904.....	8 1/2 % \$375 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half year 1904.....	3 1/2 % Tls. 190
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	4 1/2 % Tls. 190
<b>LANDS, HOTELS &amp; BUILDING.</b>							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904.....	9 % \$27 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4.....	6 % Tls. 150 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50			Interim of Tls. 2 ..	Nil. Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904.....	7 1/2 % \$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904.....	9 % \$134 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 21.3.1904 ..	4 1/2 % Tls. 19 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$9,177	90 cents for 1903.....	7 1/2 % \$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904.....	8 % \$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904.....	7 % Tls. 116 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3.....	Nil. Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904.....	7 % Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None ..	Nil. Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904.....	5 1/2 % \$57
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903.....	17 1/2 % Tls. 23 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04.....	3 1/2 % \$13 sellers